

Ship Channel, about five miles from the impact site.

The Department considered cumulative environmental impacts resulting from the project. Mitigation of wetlands impacts, preservation of the riparian vegetation corridor, and establishment of travel corridors for endangered cats will minimize the project's contribution to potential environmental impacts caused by existing and reasonably foreseeable international crossings in the Lower Rio Grande Valley. The reduction in vehicle waiting times and the deviation of a significant portion of commercial traffic from downtown Brownsville bridges will positively impact air quality for the population of the region. The removal of hazardous cargoes from downtown Brownsville will have a positive impact on public safety. The commercial-cargo-only nature of the bridges and constraints to secondary development in the project area will limit urban and commercial sprawl.

On April 30, 1992, a programmatic agreement was executed among the Department of State, the Texas State Historic Preservation Officer (SHPO), the Texas Department of Transportation, the Advisory Council on Historic Preservation, and the Brownsville Navigation District, in which the BND agreed, *inter alia*, to:

- Conduct a cultural resources survey within the Area of Potential Effect prior to initiating construction;
- Consult with the SHPO to avoid, minimize, or mitigate adverse effects on any standing structures or archaeological properties within the Area of Potential Effect eligible for inclusion in the National Register of Historic Places; and
- Consult with the SHPO to develop a plan for recovery of any archaeological data within the Area of Potential Effect that cannot be avoided or preserved in place.

Dated: November 4, 1997.

**M. Elizabeth Swope,**

*Coordinator, U.S.-Mexico Border Affairs.*

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## DEPARTMENT OF STATE

### Office of the Secretary

[Public Notice No. 2629]

#### New International Bridge, Brownsville, Texas: Issuance of Presidential Permit

**SUMMARY:** The Department of State is announcing the issuance to the

Brownsville Navigation District of a Presidential Permit for two new international bridges between Brownsville, Texas, and Matamoros, Tamaulipas, Mexico. The Department determined that issuance of the Permit would serve the national interest and the Permit was signed on October 12, 1997 and issued on November 3, 1997 pursuant to the International Bridge Act (33 U.S.C. 555 *et seq.*) and Executive Order 11423, 33 FR 11741 (1968), as amended by Executive Order 12847 of May 17, 1993, 58 FR 96 (1993). No notifications of disagreement were received within the 15-day period prescribed in Section 1(f) of Executive Order 11423.

**ADDRESSES:** Copies of the Presidential Permit may be obtained from M. Elizabeth Swope, Coordinator, U.S.-Mexico Border Affairs, Office of Mexican Affairs, Room 4258, Department of State, Washington, D.C. 20520 (Telephone 202-647-8529).

**SUPPLEMENTARY INFORMATION:** Notice of the application by the Brownsville Navigation District for a Permit to build two new international bridges across the Rio Grande between Brownsville, Texas, and Matamoros, Tamaulipas, Mexico, was placed in the **Federal Register** on November 19, 1991, 56 FR 223. The new bridges will be located parallel to each other about eight miles east of downtown Brownsville, Cameron County, Texas at River Mile 24. One bridge will be for commercial-cargo vehicular traffic and the other will be for commercial-cargo rail traffic. The bridges are intended to remove commercial tariff bound for the Port of Brownsville from downtown Brownsville. Eighteen Federal and state agencies reviewed the draft environmental assessment. They were: the Immigration and Naturalization Service, the United States Customs Service, the Food and Drug Administration, the Animal and Plant Health Inspection Service (of the Department of Agriculture), the General Service Administration, the International Boundary and Water Commission—United States Section, the Department of Defense, the Department of Transportation (Federal Highway Administration and the United States Coast Guard), the Federal Emergency Management Agency, the Department of the Interior (United States Fish and Wildlife Service), the Department of Commerce, the Environmental Protection Agency, the Interstate Commerce Commission (now part of the Department of Transportation), the Department of State, the Texas Parks

and Wildlife Department, the Texas Department of Transportation, the Texas Historical Commission, and the Texas Natural Resource Conservation Commission (formerly the Texas Water Commission).

Dated: November 4, 1997.

**M. Elizabeth Swope,**

*Coordinator, U.S.-Mexico Border Affairs.*

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## DEPARTMENT OF STATE

[Public Notice 2630]

#### Privacy Act of 1974; Creation of a New System of Records

Notice is hereby given that the Department of State proposes to create a new system of records, STATE-23, pursuant to the provisions of the Privacy Act of 1974, as amended (5 U.S.C. 552a), and the Office of Management and Budget Circular No. A-130, Appendix I. The Department's report was filed with the Office of Management and Budget on November 5, 1997.

This system of records is being implemented by the Department of State pursuant to the Debt Collection Improvement Act of 1996 to support its responsibilities with regard to the accounting and collection of debts incurred by employees of the Department of State, employees of other federal agencies, private U.S. citizens and other individuals with the Department of State or the U.S. Government. The information included is directly related to the accounting and collection of these debts.

Any persons interested in commenting on this new system of records may do so by submitting comments in writing to Kenneth F. Rossman, Acting Chief; Programs and Policies Division, Office of Information Resources Management Programs and Services, Room 1239, Department of State, 2201 C Street, NW, Washington, DC 20520-1512.

This system of records will be effective 40 days from the date of publication (December 29, 1997) unless we receive comments which will result in a contrary determination.

The new system description, "Records of the Domestic Accounts Receivable Tracking System, STATE-23" will read as set forth below.